Steel and Majestic Malleable Iron

Every Lady in Washington and Vicinity is invited to visit our Grand Cooking Exhibition, now going on at our store.

TO DEMONSTRATE THEIR WONDERFUL BAKING, COOKING AND WATER-HEATING QUALITIES, a "Majestic" Family Range will be in constant use, baking biscuits and delicate cake, which will be served with delicious "Majestic" Drip Coffee to all who are interested in such matters.

There should be a "Majestic" in every household and the present is the op-

portunity to make every woman happy.

The "Majestic" WILL SAVE IN FUEL EACH YEAR THE COST OF A RANGE. Save in temper, save in food, save in repairs, save in labor and save in health.

We are giving a Grand Cooking Exhibition daily at our store with the won-derful Improved "Majestic" Steel and Maileable Iron Cooking Range. Without doubt, we believe this to be the best, most economical and quickest-working Range ever invented, and we say to everybody come and see the greatest of all, the "MAJESTIC" STEEL AND MALLEABLE IRON COOKING RANGE.

The "Majestic" Range consumes less fuel, does better work, heats more water and will last longer than any other cooking apparatus in the world. A special invitation is given to every lady in this city and vicinity to visit our store and carefully examine these Ranges, a full line of which is now on exhibition, including Hotel sizes and Steam Tables.

Every day of this exhibit will be a Special Ladies' Day; but the husband may come; the prospective husband with his sweetheart may come; in fact, all are invited to come, and come prepared to give their order and have the great and only "Majestic" Range on earth set up in their home.

Special inducements to purchasers are made during this exhibit, which is done with a view to placing quickly the number we propose to sell on this plan, and those who purchase during this exhibit will receive the reward.

The largest and finest line of Family and Hotel Ranges ever seen in the city of Washington now on exhibition at our store.

B. F. GUY & CO

Sellers of "Majestic" Steel and Malleable Iron Cooking Ranges, 1005 Pennsylvania Ave., Washington, D.C.

Made by Majestic Manufacturing Company, St. Louis, Mo.

Annual Report of Pennsylvania Railroad

Company.

ground rents, trusts, taxes, &c. 1,271,466 71 14,383,613 62

Extraordinary renew-als, &c......... 1,385,271 51 2,110,372 39 Balance after above payments......
Dividend of 5 per cent...... Amount transferred to credit of profit and loss for the year 1894... \$895,099 96
Previous amount to credit....... 26,478,152 84

\$27,373,252 80

equal to the surplus carried to that account in the preceding year.

There has been heretofore carried on your ballance-sheet to the credit of Profit and Loss Account the greater pertion of the large sums that have from time to time been expended under the terms of the lense upon the properties of the United New Jersey Railroad and Canal Company and the Philadelphia rand Treaton Railroad Company, and representing the important improvements and additions that have been made thereto since they passed under your control.

Under this lease your Company is not entitled to receive either stock or bonds for these outlays;

Under this lease your Company is not entitled to receive either stock or bonds for these outlays; and, as a large amount of six per cent bonds of the departments of the Company's service have the United New Jersey Railroad and Canal Company ratured during 1894, for the payment of which, as hereinafter stated, your Company received a like amount of securities from that Company, it was able to credit the value of the assets in the sinking find established for that lean, which then came into your possession, against these advances; and the balance, \$4,461.875.76, it was thought wise, at this time, to charge against your general Front and Loss Account.

Sinking Funds.

Sinking Funds.

Sinking Funds.

and cash in the fund for the redemption of these bonds.

The trustees of the sinking fund for the redemption of the Trust certificates issued for the purchase of the shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company purchased \$86,000 of these certificates during the past year. The total amount so purchased and cancelled to December 31st, 1894, is \$2,298,000, leaving outstanding \$7,702,000.

The trustees of the sinking fund for the redemption of the four and one-half per cent. Collateral Trust Loan were not able to obtain any of these securities during the year at the limit fixed in the agreement. The amount of this loan outstanding December 31st, 1894, is \$9,900,000.

Under the provisions of the four per cent. Equipment Trust Gold Loan, there was paid to the trustee during 1894, for the sinking fund, the sum of \$136,650. The trustee was able to obtain but \$10,000 of the bonds at the price fixed in the lease, and in accordance with the terms thereof the balance, \$126,650, has been invested in additional equipment.

past year.
The total number of cars provided under the Car-trust system is 57,997.
Total amount of certificates issued therefor \$30,644,000 00 Amount redeemed 23,687,000 00

Balance of certificates outstanding December 31, 1894......\$6,957,000 00

struction of twelve miles of the Ebensburg and Black Lick Road, referred to in the last annual report, and intended to develop additional bituminous coal territory; and the purchase of additional real seatate on the line of the Pittsburgh. Virginia and Charleston Railway, in the vicinity of Pittsburgh. The number of tons of freight moved on the three grand divisions east of Pittsburgh and Erie in 1894 was 64,677,694, a decrease of 5,209,796; the number of passengers was 38,596,160, a decrease of 12,55. The average distance traveled by each passenger in 1894 was 18.0 miles, a decrease of 4.0 f a mile.

The rate of freight received per ton per mile was 5.85 mills, or 29-100 of a mill less than in 1893. The cost of movement was 4.15 mills per ton per mile, a decrease of 32-100 of a mill. The net profit per ton per mile was 1.70 mills, an increase of 3-100 of a mill. The caralags per passenger per mile was 1 572-1000, as against 1998-1000 cents in 1893, a decrease of 22-100 of a mill per passenger per mile. The cost of transporting each passenger per mile was 1 582-1000, as against 1 584-1000 cents, a decrease in cost of 2-100 of a mill, the result being an average profit on passengers per mile of 305-1000 of a cent, a decrease of 20-100 of a mill.

The other large Railroad Company is interested abow a large reduction in revenues, owing to the prevailing industrial depression; but through the rigid economies enforced in their operation, the net results must be considered, under the circumstances, as quite satisfactory. Detailed statements of their operations will be found in their own annual reports, as well as in the pamphlet report of your Company. The total amount of coal mined by the four coal companies, in which you are interested, was 2,297,725 tons, a decrease of 315,063 tons.

tons.

On the lines west of Pittsburgh operated by the Pennsylvania Company and the Pittsburgh, Cinclinanti, Chicago and St. Louis Railway Company the result was as follows:—

Net loss on Penna. Com lines..... \$687,476 11

Earnings of Pittsburgh, Cincinnati, Chicago and St. Louis Railway...\$16,736,569 11 Expenses 12,475,590 24 Net profit on Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's lines..... Net profit on lines directly operated west of Pittsburgh.....

The other lines west of Pittsburgh, on account of which your Company has assumed direct obligations, or in which it is largely interested through ownership of securities, but which are operated through their own organizations, are the Grand Rapids and Indiana Raliroad, and roads operated through its organization; Cincinnati and Muskingum Valley Raliway; Waynesburg and Washington Raliroad; Pittsburgh, Chartiers and Youghlogheny Raliway; Terre Haute and Indianapolis Raliroad, and roads operated through its organization; and the Toledo, Peorla and Western Raliway. The aggregate gross earnings of these roads were.

\$8,028,476 69

Expenses \$8,028,476 69

The assets of the Insurance Fund on hand at the end of the year were \$3,498,890.37, being an increase of \$201,692.04 over the previous year.

The amount contributed by your Company and affiliated lines during the year to the Employes' stelled Fund was \$88,701.47 for operating expenses, \$40,000 and \$50.000 and \$60.000 and \$60.0000 and \$60.000 and \$60.000 and \$60.0000 and \$60.00

GENERAL BALANCE-SHEET.
December 31st. 1804.

\$900,114 3 71,000 0 1,660,813 2 824,780 0

GENERAL BALANCE-SHEET. DURING YEAR 1894. Increase. | Decrease. Guarantees under lease Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R. Co.,
On capital stock......
On four per cent. mortgage bonds..... 1.882,550 00 Appraised value of assets not disposed of, received with the lease of United New Jersey Railroad and Canal Company:— 60.008 24 balances
Due employes' Saving Fund....
Due Relief Fund, current and surplus a Due Relief Fund, current and surplus accounts
Due Insurance Fund
Interest on bonds matured and uncollected.
Dividends uncollected by shareholders.
Miscellaneous liabilities. SINKING FUNDS.

Sinking fand consolidated mortgage bonds, contributions to December 31st, 1894.

Fund for purchase of securities guaranteed by the Pennsylvania Raliroad Company, under Trust created October 9th, 1878.

Pennsylvania Company, payments for leased equipment under Pennsylvania Raliroad Company 4 per cent. equipment trust loan.

Trustees' sinking fund consolidated mortgage, Pennsylvania Raliroad Company. 17,379,166 5,015,020 00 824,780 00 80,500 0 819,971 28 819,971 2 3.322,520 10

Total\$267,987,927 51\$5,790,070 08 STOCKHOLDERS CAN OBTAIN COPIES OF THE REPORT IN PAMPHLET FORM BY PERSONAL APPLICATION OR BY LETTER TO THE SECRETARY, ROOM 271, BROAD STREET STATION, PHILADELPHIA.

CHRISTIAN ENDEAVOR UNION. The Meeting of the Executive Com-mittee Last Evening. At the monthly meeting of the executive

mittee, reported that there had been one hundred applications to the committee for accommodations, but only one society had indicated that it would send delegates. The success of the trip depended upon early applications, and those intending to go should inform the committee as soon as possible. This was doubly important, because the Washington committee had received a proposition from the New York committee by which, if a sufficient number of delegates from Washington were arranged for, the two delegations might have the exclusive use of one of the sound steamers from New York to Providence. A special train would leave Washington, probably on the Wednesday morning before the opening of the convention, to reach New York at 5 o'clock. The steamer would then be taken, Providence reached in time for the boat train, and the arrival in Boston be on Thursday morning. The individual cost of the whole trip would be about \$30. ommittee of the Christian Endeavor Union last evening at the Calvary Baptist Church there was a large attendance of the repre-sentatives of the various societies. Mr. Conner, the president, was in the chair, and the secretary, J. B. Sleman, jr., kept the records. A report from the good citizenship committee favored the observance of Sunday, the 24th instant, as "Good Citizenship day." The plan for this observance as outlined was that pastors preach at either morning or evening service in the interest of the movement; that each society make of its evening meeting

vice in the interest of the movement; that each society make of its evening meeting a special service at which different features of the work be discussed, and that a special public mass meeting be held in the afternoon.

The report further stated: "We have considered the advisability of inaugurating a crusade against the exposure and sale of indecent pictures and literature. The secretary wrote to Mr. Anthony Comstock, requesting his advice, and he sent a very earnest reply, containing many practical suggestions and kindly offering to meet our committee when he will be in the city, about the 15th of this month.

"Here is a practical work for us as Endeavorers, and the accomplishment would result in untold good. We realize that it will entail zealous, arduous and unremitting labor, but this debasing practice has continued all too long. Something must be done, and the Endeavorers of the District are the ones to do it. Be ready when the time comes to strike and strike hard."

Reports from various committees were received. Mr. W. H. H. Smith, the chairman of the committee of arrangements for the convention, stated that the subscriptions for the societies aggregated \$5,041.10. He said that it was evident that only the few had subscribed thus far, and he urged upon all the members of the executive committee to assist the members of the auxillary finance committee in their own societies to the utmost.

The treasurer, Mr. Stowell, reported that

Rev. John T. Delany is lying seriously ill at the parochial residence, 11th and K

The School Tcachers' Bassar." The members of the executive board of the Washington teachers' bazaar, to be held next season for the benefit of the Teachers' Aid Association, have issued a preliminary outline plan of the event. The several working committees have been formed, and have entered upon their duties. Mr. Edmund E. Messer has accepted the appointment as chairman of the art committee. Mr. Messer intends to interest other well-known artists in this branch of the work, which would assure success of this important committee.

auxiliary mance commerce in their two sacreties to the utmost.

The treasurer, Mr. Stowell, reported that the receipts for the month had been \$49.62, leaving a balance of \$3.07.

In regard to the Boston convention Percy S. Foster, from the transportation com-

MANY OPINIONS

Decisions Handed Down by the U. S. Supreme Court.

SEVERAL IMPORTANT CASES SETTLED

Constitutional as Well as Legal Questions Involved.

SOME RAILROAD CASES

The action of the court of clair granting a judgment for \$95,004 to the dan Firearms Manufacturing Co-against the United States govern

Haughey, president of the Indiarapolis National Bank, to wreck that institution in 1893, and, upon trial, were found guilty as charged, and appealed.

The appeal of the New Orleans City and Lake Railroad Company from the order of mandamus granted by the supreme court of Louisiana on the application of the city of New Orleans to compel the road to keep paved certain parts of the streets occupied, in accordance with the terms of the charter, was dismissed.

The validity of the Louisiana act of 1877, stipulating that the police jury of a parish or municipal corporation should not make greater appropriations in any year than the actual revenue for the year, and that all the revenues of the year should be devoted to the expenditures of that year, provided that any surplus might be applied to indebtedness of former years, was sustained, and the decision of the circuit court for the eastern district of Louisiana affirmed.

To Dismiss the Suit.

To Dismiss the Suit.

Justice Shiras delivered the opinion of sessor of the parish of Caddo, La., against the First National Bank of Shreveport, appealed from the United States court for the western district of Louisiana. This action was brought against Lindsay and other parish officials for the cancellation in modification of alleged excessive assessment on bank stock. The officials filed an exception in the court below, setting forth that the remedy was not by an action at law, but by injunction and bill in equity, and that the court was without jurisdiction. Justice Shiras' opinion sustained this view, reversing the judgment of the court below, and remanding the case with directions to sustain the exceptions and dismiss the suit.

The decision of the court below was affirmed in the case of Byron H. Evers et al., appellants, against Thomas Watson et al., sessor of the parish of Caddo, La., against

firmed in the case of Byron H. Evers et al., appellants, against Thomas Watson et al., appellants, against Thomas Watson et al., appealed from the circuit court for the northern district of Mississippi. The case involves 600,000 acres of delta land and 150,000 acres of pine lands in Mississippi. Evers, an Englishman, owed Watson 3145,000 on the lands, and they were sold at a commissioner's sale. Evers alleged that fraud was practiced, but the court refused to sustain the charge.

A decision was handed down in the case of the Pullman Palace Car Company against the Metropolitan Steel Railway Company. The judgment of the lower court was reversed with costs, and the cause remanded, with directions to enter a judgment in favor of the Pullman Company for the sum of \$47,500, with interest thereon from March 30, 1888, at the rate allowed by the laws of Illinols.

about \$30.

For the lookout committee Miles M.
Shand urged the appointment of twelve Endeavorers in each society for the purpose of maintaining a system of intervisi-Against the Norfolk and Western The Norfolk and Western railroad appealed from the decision of the court of appeals of Virginia in affecting the act of Endeavorers in each society for the purpose of maintaining a system of intervisitation among the several societies.

Marion McH. Hull submitted a brief statement of the work of the missionary committee, making special reference to the Union Missionary Library, which, he said, was now open for the use of Endeavorers. pealed from the decision of the court of appeals of Virginia in affecting the act of that state regulating freight charges. The railroad company contended that the provision in the charter of its predecessor organization giving it power to make its own charges succeeded to itself. The court below took the view that the privilege did not so descend to the Norfolk and Western, and the Supreme Court affirmed its judgment against the railroad company.

The court reversed the decision of the circuit court for the northern district of Illinois in the case of Josephine P. Waldron against Mary A. Waldron, and a new trial was ordered. Mrs. Mary Waldron married E. H. Waldron in Indiana in 1865. He abandoned her in 1886, and she obtained a divorce the next year. Four months after the divorce was granted, Waldron married Mrs. Josephine P. Alexander, and in June, 1888, the first Mrs. Waldron sued the second Mrs. Waldron, claiming that she had entered into carnal relations with Waldron prior to the second marriage in order to deprive the first Mrs. Waldron of his comfort, fellowship, society and aid. Mrs. Mary Waldren, the pignitiff, secured damages for \$17,500, and the case was taken to the Supreme Court from the circuit court on a writ of error. The appeal hinged on the admissibility of certain evidence used in the trial, namely, the record in the divorce suit and the decree of divorce. The Supreme Court held that neither of these was admissible because of irrelevance.